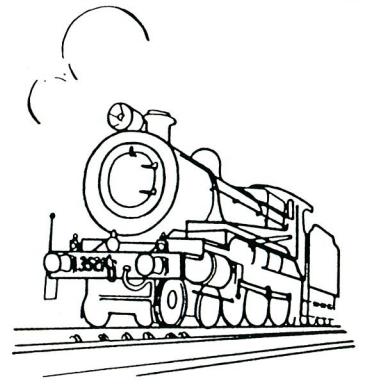


Sydney Live Steam Locomotive Society

Anthony Road, West Ryde, N.S.W.



Newsletter
Correspondence.
The Editor,
P.O.Box 124,
West Ryde. 2114.
N.S.W.

'Newsletter'

Vol. 23 No. 1

February 1995

Tractive Effort.

Ken Baker has provided the graph and chart included with this Newsletter relating to the Tractive Effort of some of our locomotives. This exercise was part of Ken's studies during 1994.

The following formula is used to calculate " starting " or " rated " tractive effort.

$$\text{T.E. (N)} = \frac{\text{Cylinder diameter (mm)}^2 \times \text{stroke (mm)} \times \% \text{ Boiler pressure (MPa)}}{\text{Driving wheel diameter (mm)}}$$

N = Newtons. MPa = Mega Pascals.

The boiler pressure is usually taken as 80% for saturated steam engines and 85% for superheated. For 3 cylinder engines multiply by 1.5 and for 4 cylinder by 2.

Maximum starting tractive effort is limited by wheel adhesion to about 25% of the total axle load of the drivers, although this can only be applied as a guide when applied to model locomotives.

General News.

Laurelle Larkin has provided this item. After discussion last running day Mike Tyson took on the job of making a new cash till cabinet to be used in the canteen by the ladies.

This will be a great improvement to the cash tin balanced on a chair that has been used for many years, and, the ladies are looking forward to hopefully using the till on the February running day and are extremely grateful to Mike for his help and expertise.

While on the subject of the CANTEEN. The supply of cakes or other goodies for the running days are always welcome. If you can organise to bring some along they will be most appreciated.

Still on the canteen. At the last special meeting it was agreed to investigate the possibility of the purchase of a more suitable freezer. The present two domestic freezers sometimes have trouble coping with the necessary opening and closing on our public running days. The treasurer has suggested a figure for expenditure, the matter is being looked at.

Ground level foot bridge. As predicted in the last Newsletter the new foot bridge components were returned from the galvaniser and erected, with the footings completed, by the December running day providing the Society with a very professional, substantial structure. Peter Shiels and his team of helpers are to be congratulated on a fine job, well done.

The old foot bridge is still at the grounds in a dismantled state. If any member has any use for this structure they are welcome to it, as is, where is. If you are interested contact Henry, or, Bernie, then make arrangements to remove the bridge as soon as possible.

Clean Up. The last meeting discussed the hiring of a rubbish skip to help the cleaning up of the accumulation of rubbish and un-needed materials we have on the grounds. Brian Kilgour suggested that with selective rubbish removal we could do without the skip. Brian volunteered the use of his truck and trailer and the clean up started last Saturday.

Elevated Track Lever Frame. Warwick Allison and helpers are making steady progress on this project. One crank, " A " frames and roding have been put in place and connection will soon be made to the swing girder section. Warwick would be happy to have some additional help to see the project completed.

Membership. At the last meeting Wayne Fletcher was elected as a full member of the Society. Congratulations Wayne, I hope your time with the Society is enjoyable.

The Secretary, Henry, mentioned that the resignation of Bruce James had been accepted.

Crowle Home. The charity day held in November for the Crowle Home was very successful. Henry has reported that we are looking for a replacement charity as the services provided by the Crowle Home do not cater for children. Ryde Council have not been able to suggest a suitable replacement and Ryde Hospital does not have a childrens unit. Members would be aware that one of the conditions of the 1948 lease agreement with Ryde Council was that we support a childrens charity. While the new lease will be a much more formal document it will be good P.R. to maintain this tradition. If any members have any suggestions please pass the information on to any of the Societies executive for consideration.

Ticket Selling This matter was mentioned in a previous Newsletter that Vern Condon was prepared to co-ordinate a small group of members to look after the ticket selling on our running days. Vern is still waiting to hear from some members who will take on this important task with him.

We need to keep in mind that our running days must be staffed fully so our railway operations can be undertaken in a safe, professional manner. It is very fortunate that the wives of some members have been prepared to operate the canteen while the rest of us " play " trains. If the membership had to run the canteen as well the safe working of the railway may be at risk, leading to a cut back in services. We need locomotives and drivers, we need support staff, the more members who can get to the public running days, even for an hour or two, can share the work load and make the exercise enjoyable for all. So, if you can help with this task, let Vern know.

Holiday Travel.

During the school holidays just past I sampled some up to date rail travel. The destination was Moss Vale via., Unanderra, the first of the great railway journeys of N.S.W. according to the A.R.H.S. Digest. Over the years this service has seen some variations. For many years a connecting passenger service, steam hauled, from Wollongong ran with a return service the same day. With the withdrawal of steam the service was provided by rail motor. Some years back this service was replaced by a diesel locomotive hauled passenger train running from Central on Saturday and Sunday mornings returning on the evening of the same day. The train was often an odd collection of carriages hauled by a variety of locomotives.

1994 saw the locomotive hauled passenger train become a thing of the past and the introduction of the Xplorer and Endeavour rail cars to compliment the existing XPT fleet and to bolster the remaining ageing diesel rail cars still in service. The Endeavour cars are used on the Moss Vale run providing a connecting service at Wollongong with a Dapto bound interurban from Central.

We picked up the train at Hurstville and enjoyed a very brisk run down the coast. While we were a bit late leaving Hurstville I was sorry it was not another few minutes late as we missed the chance to see an up goods come up the grade from Allawah. The pair of 81's would have sounded good as they growled through the covered Hurstville station on their way north.

Arriving at Wollongong we changed to the Endeavour Rail cars waiting in the bay platform at the southern end of the station. Compared with the old CPH's and the "younger " rail cars you step into another world. The large picture windows provide a great view on both sides of the train. The seats are fabric covered, comfortable and have plenty of leg room. The seats are fixed, the leading half in each car face the direction of travel and the toilet facilities have to be seen to be believed (you can even use them in the station). The ride is smooth with not much sound from the diesel engines.

We leave the main line at Unanderra beginning to climb immediately. With a rising grade all the way we have double track with bi-directional signalling as far as Dombarton where the single track starts and the rising grade continues. Dombarton shows little resemblance of the once unique set of zig zag crossing sidings with its attendant signal box. The only working feature now is a runaway siding on the north side of the track that heads off into the bush with a grade looking steeper than the one we are climbing. There is another feature, non working this time, the portal of the Dombarton tunnel, part of the infra-structure of the Maldon - Dombarton railway, an early casualty of the 1988 Greiner government. Still climbing through the rock-fall shelters and tunnels the line moves off the very edge of the escarpment and into some rain forest vegetation. The next few miles have some steep drops on the northern side of the line as well as indications of the extensive rock stabilisation programs that have been carried out in the area.

Reaching Summit Tank the train still stops to allow passengers to alight at the front door and walk to the look out about 50 metres away for the magnificent view of the Illawarra coast line. The weather this Sunday was cloudy with rain threatening but the view was still great. Summit Tank has a passing loop but long gone are the watering facilities and the turn table.

The grade begins to ease a bit now as we proceed towards Moss Vale and we run through other passing loops at Mt. Murray and Robertson. A group of elderly travellers left the train at Ranleigh, a special little platform serving a former religious house, now a guest house.

Once on to easier grades the rail cars have a good turn of speed and we were soon into Moss Vale. After a picnic lunch in the grassed area opposite the waiting room of the majestic Moss Vale station the waiting time for the return journey was taken up with a walk up and down the main street only to find that the vast majority of shops close at 12.30pm Saturday afternoon. The weather was by now what you would expect of a typical southern highlands autumn day, dull, drizzly but fortunately not too cold. It was good to get back on board for the return journey and watch the rain showers from the warmth of the rail car.

We returned to Wollongong in bright sunshine, a big contrast in weather in such a short distance. The connecting service to Sydney was one of the new long distance Tangaras, an added attraction. At a cost of \$17 return from Hurstville I felt it was good value. You could almost think that Cityrail could promote the run as a tourist venture for themselves, perhaps they do not want to make some extra money.

If the proposal for 3801 Ltd. to provide a service gets underway it will be another good run but the 10 class tanks are certainly going to be worked hard.

Duty Roster.

Mar. '95. B.Hurst, J.Davies, A.Eyre, J.Hyde, K.McMahon, D.Mulholland, B.Rawlinson, B.Tulloch.

Apr. '95. W.Richards, K.Baker, R.Larkin, R.Lee, J.Leishman, J.Ranford, M.Tyson.

May '95. W.Allison, R.Barlow, H.Brammer, T.Geraghty, B.Greenfield, L.Pascoe.

Jun. '95. H.Spencer, P.Brotchie, F.Collins, M.Gay, J.Noller, G.Robertson, H.Ryan, J.Stevens.

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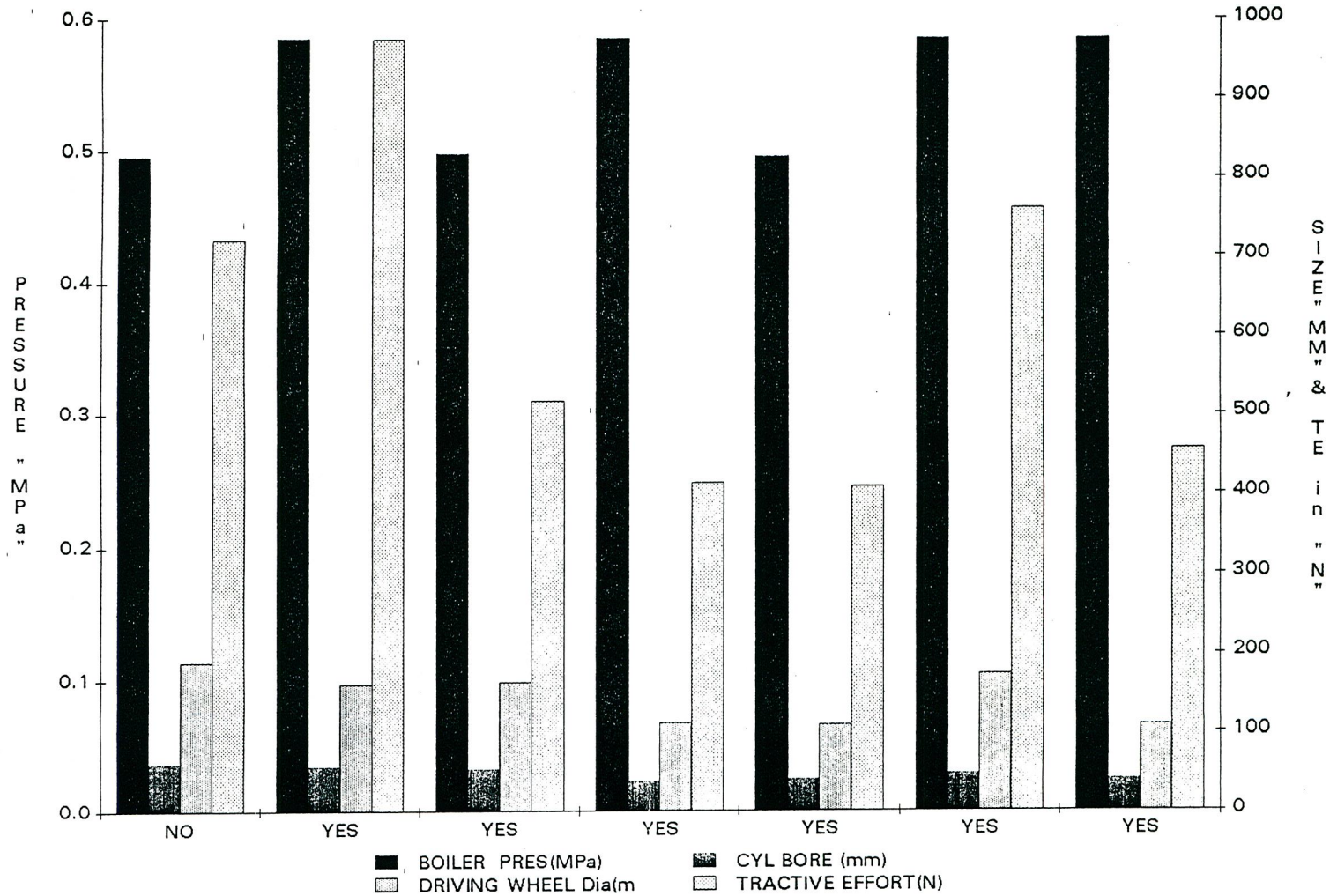
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3830.

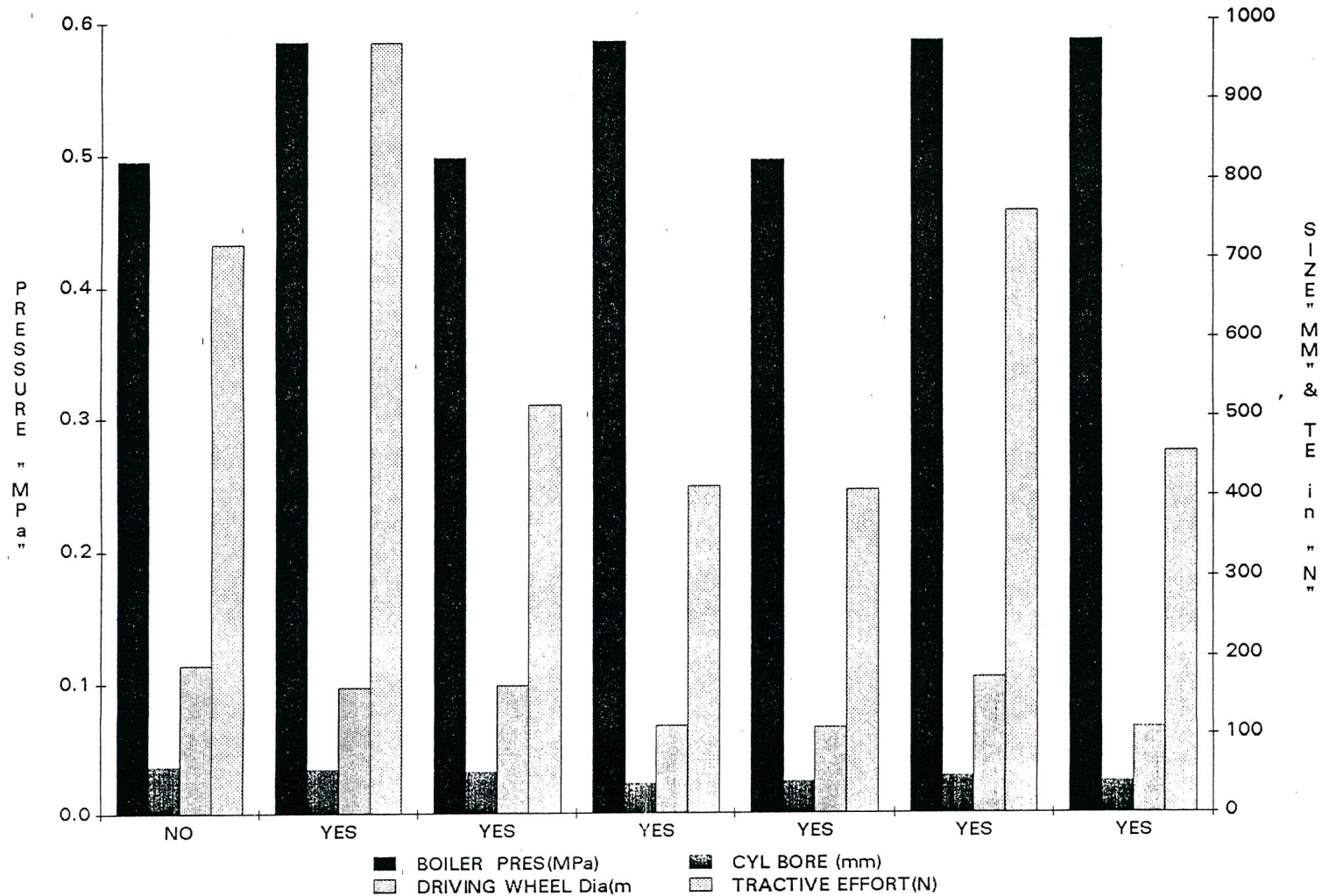
Ray Lee has arranged for us to visit Eveleigh to inspect progress on 3830. The boiler has returned from East Greta but the tubes are still to be fitted. This will probably be the last chance in your life time to see inside a 38 class boiler as good as new and ready to be put back into service. Location Eveleigh, the date SATURDAY March 11th at 10.30am. Entry to ACDEP is off Henderson Rd. See map enclosed.

* EDGEWORTH VISIT. 25th & 26th FEBRUARY. CONTACT HENRY IF YOU ARE GOING. *



	TASMANIAN R" CLASS	W.A. V" CLASS	MOUNTAIN CLASS	N.S.W. 27"CLASS	NIGEL GRESLEY "01" ENGLAND	VICTORIAN S" CLASS	SIMPLEX "FREELANCE"
	4-6-2	4-6-2	4-8-4	2-6-0	2-8-0	2-6-2	0-6-0
SUPER HEATED	NO	YES	YES	YES	YES	YES	YES
BOILER PRES(MPa)	0.496	0.586	0.498	0.586	0.496	0.586	0.586
CYL BORE (mm)	60.3	57.1	54	38.1	39.7	47.6	39.7
CYL STROKE (mm)	76.2	82.6	58.8	54	57.4	66.7	54
DRIVING WHEEL Dia(mm)	190.5	161.9	165.1	111.1	109.6	174.6	109.2
No OF CYLINDERS	2	2	2	2	2	3	2
CYLINDER MULTIPLIER	1	1	1	1	1	1.5	1
TRACTIVE EFFORT(N)	721.4	974.8	517.2	413.5	409.4	760.8	456.7

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